NOTIFICATION.

(P. W. D DEPARTMENT).

No. PWD 14 LFS 65, dated Bangalore, the 19th August 1965.

Ordered that the accompanying Resolution No, DW. V. 516 (4)/61 dated 27th July 1965 of the Ministry of Irrigation and Power, Government of India regarding constitution of Standing Committee to settle disputes arising between the State Government and the Railways about sharing of costs between flood control departments (State Governments) on the one hand and Railways and highways departments on the other etc., be published in the *Mysore Gazette*, for general information.

By Order and in the name of the Governor of Mysore,

S. C. WALI,
Under Secy. to Govt., P. W. & E. D.

140

Resolution No. DW. V. 516 (4)/64 dated 27th July 1965.—

The question of providing adequate waterways under the Railway bridges from the flood control point of view and the liability for the expenditure thereon has been engaging the attention of the Government for some time past. It is generally agreed that if the additional waterway is necessitated due to natural causes, the Railways would bear the cost of the widening of the waterways; but if it is necessitated due to some works undertaken by the State Government, then the cost should be borne by the state authorities. Cases, have however, occured where there have been difference of opinion between the State Government and the Railways as to the causes necessitating the widening of waterways and the incidence of the cost thereof. In order to settle such cases, it has been decided to constitute a Standing Committee.

2. *The Committee shall consist of:*

1.	Chairman, C. W. & P. C.	Chairman
2.	Chief Engineer of the Zonal Railway concerned	Member
3.	Chief Engineer of the State Government incharge of Flood Control	Member
4.	A representative of the C. W. & P. C.	Member-Secretary

3. The terms of reference of the Standing Committee shall be as follows:-

The committee will go into cases where there is a dispute between the State Government and Railway concerning the cause (s) that have necessitated the provision of increased waterways (viz., modification of existing bridges or building new bridges) under railway track. The Committee will examine the details and decide in the case of each bridge whether the increased waterway has become necessary due to any one or a combination of the following causes :—

(a) natural causes like an established increase in the intensity of rainfall, natural changes in the course of streams, etc.;

(b) change in the pattern of distribution of the run off from a catchment area causing an increase in peak discharge through the concerned Railway bridge (s) due to flood control, drainage and Road and Irrigation Schemes or other works under taken by the State Government ;

(c) Original inadequacy of the bridge at the time of construction; and

(d) any other causes.

If the increased provision is necessitated due to a combination of more than one of the above cases, the Committee will also assess the proportion of the total increase in waterway attributable to each of these causes.

4. Whenever a difference of view arises between the State Government and the Railway, the Chief Engineer, Zonal Railway or the State Chief Engineer concerned will submit a memorandum on the Railway's or State's case to the Chairman, Central Water and Power Commission with a copy to the State or the Railway authorities concerned. The Chairman Central Water and Power Commission would then fix up a meeting to consider the matter. The decision of the Committee will be binding on the Railways as well as the State Government.

(Sd.) V. NANJAPPA,
Secretary to the Government of India.

Printed by the Director of Printing, Sty. & Publications at the Govt. Press, Bhore